

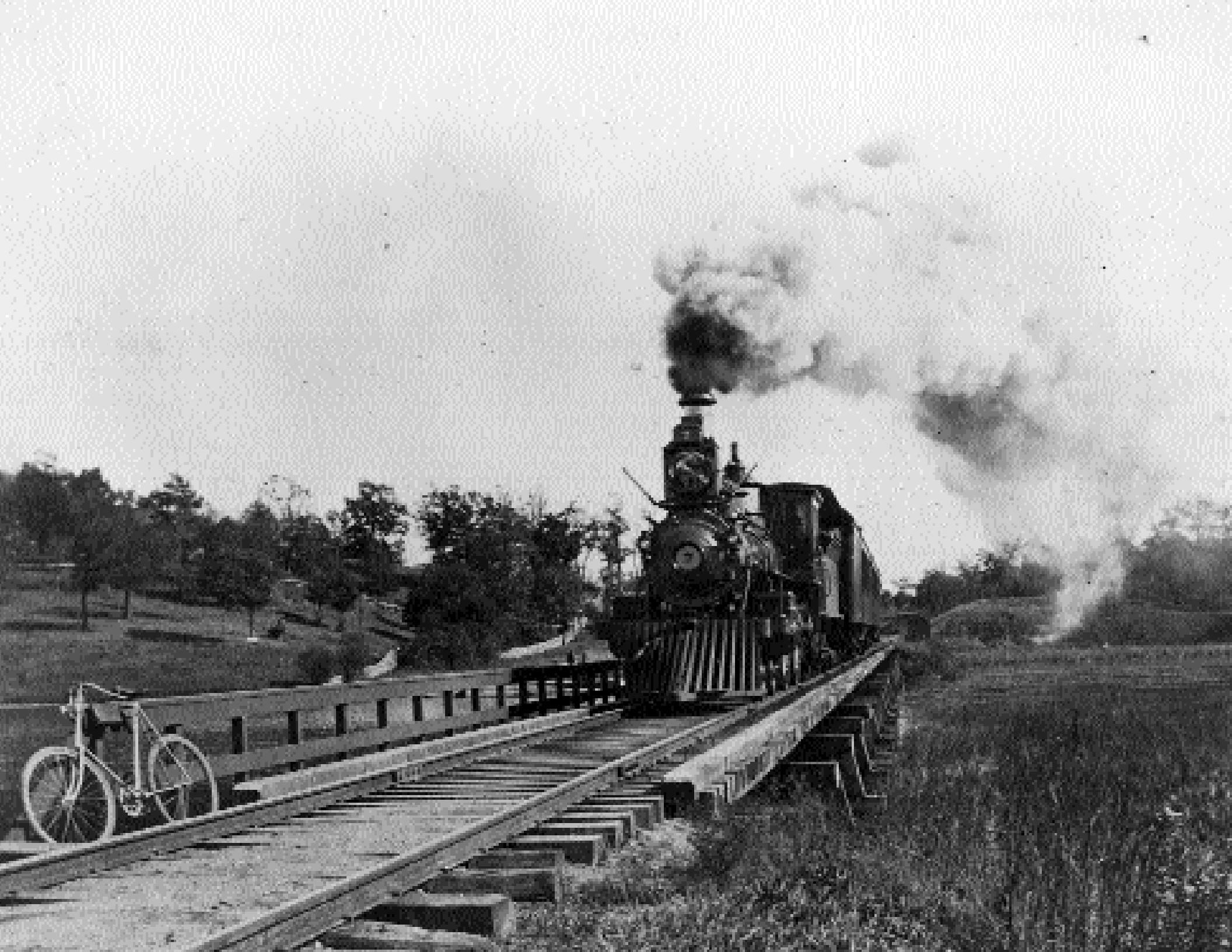


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Commuter Train Special Issue  
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TWIN RIVER GREATHER AND IDLE BRIDGES



## TWIN CITY LINES

Twin City Lines is published quarterly by the

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## Forgotten Steam Trains to the Suburbs

-Aaron Isaacs

For this special issue, we'll depart from our usual emphasis on streetcars to explore the long forgotten network of Twin Cities suburban trains from the late 19th and early 20th centuries. We do so to celebrate the return of the suburban train, the Northstar Corridor from Minneapolis to Anoka and Big Lake.

Primarily during the 1880s, and to a lesser degree thereafter, the Twin Cities were served by a complex network of steam railroad suburban trains. The majority of rail lines into the Twin Cities featured separately scheduled local trains to the suburbs or, at the very least, closely spaced suburban stations where main line trains stopped. Some of these services lasted into the 1920s. The latecomer gas-electric Dan Patch and Luce Line interurban wannabes lasted even longer.

Many were put out of business by the more convenient electric streetcars, even directly replaced by streetcars in some cases. Those that survived succumbed to auto competition and the Great Depression, but while they ran, they were the best way to cover long distances within the metro area. From St. Paul they extended to Stillwater via three different routes, North St. Paul, White Bear Lake, St. Paul Park and Inver Grove. From Minneapolis, there were routes to White Bear Lake, Mendota and Lake Minnetonka. Downtown Minneapolis and downtown St. Paul were

connected by three competing services, which also stopped at numerous intermediate stations.

Please note that we're calling them suburban trains, not commuter trains. That adopts the parlance of the era. Railroad advertisements also refer to them as "short line", or "motor" trains. Some clarification of the term "suburban service" is needed. We're considering a route to have suburban service if it had these characteristics:

- 1) short-distance trains run specifically for the suburban market
- 2) closely spaced stations that mostly disappeared when the short-distance trains were cut
- 3) multi-ride discounted commuter fares

There was some blending of suburban and long distance trains, so the definitions get a little slippery. Some long distance trains stopped at suburban stations, before and even after the short distance suburban trains were discontinued. In a couple of cases, branch line shuttles that were clearly suburban trains fed long distance trains to complete the trip into the city.

Service frequency varied greatly, from one train each way daily to hourly. There was usually at least one pair of trains targeted to the weekday commuter market, with downtown arrivals around 7-8:30 AM and departures in the 4-5:30 PM range. In the case of the three (and for a short time, four) routes to Lake Minnetonka, additional service was added during the summer tourist months and for special occasions. While most of the services ended at the nearest downtown, some were through-routed to reach both. The State Fair attracted

special trains from both downtowns.

It's unclear exactly when some of these services started and how long they lasted. An 1878 schedule of departures from St. Paul Union Depot shows few such trains. Most appeared in the 1880s and many disappeared during the 1890s, often due to streetcar competition. Timetables generally offer only a snapshot of a single point in time and some are hard to find. Other snapshots are provided by plat maps of Minneapolis and St. Paul, which were updated about every ten years. These maps show suburban stations appearing and then disappearing. Suburban plat maps are available less frequently. Needless to say, more information will probably surface after this is published. Readers are invited to contribute.

This magazine is usually packed with photos, but not this time. The primary evidence of the suburban trains is timetables, not photos. With a couple of exceptions, it is difficult to separate the suburban trains from long haul trains when looking at old photos. The Chicago Great Western's "Motor" to South St. Paul was powered by bi-directional 2-4-2T tank engines. The Burlington Motor to St. Paul Park appears in a couple of 1920s photos by railfan pioneer Helmut Kroening and is notable for using the line's oldest equipment, 4-4-0s and open platform coaches dating from the 1870s or 80s. These are exceptions, however. For the most part, the suburban trains and their depots were little photographed, so we apologize for the limited photo coverage.

What follows is a description of each of the routes that ran suburban trains.

**Front cover: The Northstar Corridor returns commuter rail to the Twin Cities so, this issue celebrates Minnesota's forgotten commuter trains. About 1890, a Great Northern "short line" from St. Paul approaches downtown Minneapolis on the Stone Arch Bridge. We know it's a commuter run because of the short two-car consist. These trains ran hourly between the downtowns. They stopped every mile or two at intermediate stations, such as East Minneapolis, visible beyond the far end of the bridge. Minnesota Historical Society collection.**

**Inside front cover: This Minneapolis & St. Louis suburban train is crossing the Carsons Bay bridge, approaching the Deephaven station. This line is now a bike trail. Minnesota Historical Society collection.**

All appear on the centerfold map. Station names sometimes changed, or stations were added and deleted.

## Between St. Paul and Minneapolis

The Great Northern predecessor St. Paul & Pacific opened the first railroad in Minnesota between St. Paul and St. Anthony in 1862, and extended it across the Mississippi to downtown Minneapolis in 1864. Milwaukee Road predecessor Minnesota Central linked the downtowns with a circuitous route via Mendota in 1866. An 1871 timetable shows only a couple of pairs of "Minneapolis and St. Paul Accommodations" on the Milwaukee Road via Mendota and on the St. Paul & Pacific

(later GN). This reinforces the notion that suburban train service really got started in the 1880s.

The GN had the downtown-to-downtown market to itself until 1880, when the Milwaukee Road completed its Short Line. More competition followed in 1886, with completion of the Northern Pacific's "A" line between the cities, which featured commuter trains run by the Minneapolis & St. Louis. Each route hosted the main line trains of additional railroads, which added to the available frequency.

The downtown-to-downtown service consisted of two major components:

1. The long distance trains that usually ran non-stop.

2. Additional hourly "short line" trains that also served several intermediate stations.

The sheer frequency and speed of the non-stop long distance trains provided a very attractive level of service, provided that one was within a reasonable walk of the downtown depots.

During the 1880s, the Great Northern and Milwaukee each advertised hourly "Short Line" trains that made several stops between the downtowns. Even after the commuter runs disappeared, there was still frequent service downtown-to-downtown on the long distance trains. In 1917, there were 74 trips each way.

47 on the Great Northern mainline (GN, NP, CB&Q, CGW, C&NW)

21 on the Milwaukee Road's Short Line (CM&StP, Soo and CRI&P)

6 on the Northern Pacific's "A" Line (M&StL)

Long after the railroads stopped promoting the intercity service, railfans could enjoy mini-excursions between the downtowns for a couple of dollars. In 1969, close to the beginning of Amtrak, there were still 15 daily round trips.

Intermediate stations were located every mile or two. Travel times between the downtown ranged from 25 to 35 minutes. To maximize ridership and reduce harmful competition, the Milwaukee's trains left both cities on the hour, the Great Northern's on the half-hour. They were joined in 1886 by hourly Minneapolis & St. Louis short line trains via the newly opened Northern Pacific "A" Line, which left each downtown at 15 past the hour.

Because the three carriers' routes were geographically separated, they generally didn't compete for walk-up ridership except in the downtowns. The one exception was St. Anthony Park, where the GN and NP depots were a block apart. Away from the

downtowns, streetcar connections don't appear to be a factor in station location. GN's Rice Street and State University (Dinkytown) Stations were served by horsecars, but that's about it.

## Great Northern

Although the Great Northern enjoyed a monopoly between the downtowns from 1862 to 1880, it ran only a couple of Short Line round trips to supplement the long distance trains. Sometime around 1880, probably stimulated by the explosive growth of the cities, plus Milwaukee Road's opening of its own Short Line and hourly trains, the GN began running its own hourly service. For a short period, GN's trains made timed connections at St. Anthony Park with the Minnesota Transfer's trains to New Brighton.

During the summer months, some of the Short Line trains were extended to Lake Minnetonka, which was at the height of its national popularity. Special hourly trains ran from St. Paul and intermediate stations to Lake Minnetonka for 4th of July fireworks. Similarly, special trains ran from both downtowns to the State Fair.

The University Avenue Interurban streetcar line connecting the two downtowns opened on December 9, 1890. On December 21, the Minneapolis Tribune reported, "Employees of the short line trains and Vice President Clough of the Great Northern do not agree in regard to the effects of the electric service upon the short line passenger traffic. Mr. Clough says his company has not discovered any appreciable falling off, while both employees and passengers agree in the statement that travel between the two cities via the steam lines has been visibly reduced since the electric motors began operations."

The streetcars offered greater frequency (every ten minutes versus every 15-30 minutes for the steam

**MINNEAPOLIS SHORT LINE.**

**MINNEAPOLIS TO ST. PAUL.**

Commenced to Jan. 5, 1890.

| TRAIN | Leave Minn. | Arrive St. Paul | Leave St. Paul | Arrive Minn. |
|-------|-------------|-----------------|----------------|--------------|
| 1     | 7:00 A.M.   | 7:15            | 7:30           | 7:45         |
| 2     | 7:30        | 7:45            | 8:00           | 8:15         |
| 3     | 8:00        | 8:15            | 8:30           | 8:45         |
| 4     | 8:30        | 8:45            | 9:00           | 9:15         |
| 5     | 9:00        | 9:15            | 9:30           | 9:45         |
| 6     | 9:30        | 9:45            | 10:00          | 10:15        |
| 7     | 10:00       | 10:15           | 10:30          | 10:45        |
| 8     | 10:30       | 10:45           | 11:00          | 11:15        |
| 9     | 11:00       | 11:15           | 11:30          | 11:45        |
| 10    | 11:30       | 11:45           | 12:00          | 12:15        |
| 11    | 12:00       | 12:15           | 12:30          | 12:45        |
| 12    | 12:30       | 12:45           | 1:00           | 1:15         |
| 13    | 1:00        | 1:15            | 1:30           | 1:45         |
| 14    | 1:30        | 1:45            | 2:00           | 2:15         |
| 15    | 2:00        | 2:15            | 2:30           | 2:45         |
| 16    | 2:30        | 2:45            | 3:00           | 3:15         |
| 17    | 3:00        | 3:15            | 3:30           | 3:45         |
| 18    | 3:30        | 3:45            | 4:00           | 4:15         |
| 19    | 4:00        | 4:15            | 4:30           | 4:45         |
| 20    | 4:30        | 4:45            | 5:00           | 5:15         |
| 21    | 5:00        | 5:15            | 5:30           | 5:45         |
| 22    | 5:30        | 5:45            | 6:00           | 6:15         |
| 23    | 6:00        | 6:15            | 6:30           | 6:45         |
| 24    | 6:30        | 6:45            | 7:00           | 7:15         |
| 25    | 7:00        | 7:15            | 7:30           | 7:45         |
| 26    | 7:30        | 7:45            | 8:00           | 8:15         |
| 27    | 8:00        | 8:15            | 8:30           | 8:45         |
| 28    | 8:30        | 8:45            | 9:00           | 9:15         |
| 29    | 9:00        | 9:15            | 9:30           | 9:45         |
| 30    | 9:30        | 9:45            | 10:00          | 10:15        |
| 31    | 10:00       | 10:15           | 10:30          | 10:45        |
| 32    | 10:30       | 10:45           | 11:00          | 11:15        |
| 33    | 11:00       | 11:15           | 11:30          | 11:45        |
| 34    | 11:30       | 11:45           | 12:00          | 12:15        |
| 35    | 12:00       | 12:15           | 12:30          | 12:45        |
| 36    | 12:30       | 12:45           | 1:00           | 1:15         |
| 37    | 1:00        | 1:15            | 1:30           | 1:45         |
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| 41    | 3:00        | 3:15            | 3:30           | 3:45         |
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| 45    | 5:00        | 5:15            | 5:30           | 5:45         |
| 46    | 5:30        | 5:45            | 6:00           | 6:15         |
| 47    | 6:00        | 6:15            | 6:30           | 6:45         |

All tickets reading over St. P., M. & N. W. between St. Paul and Minneapolis, are good on any of above trains, except that Commutation tickets are not honored on above Short Line trains.

**MINNEAPOLIS SHORT LINE.**

**ST. PAUL TO MINNEAPOLIS.**

Commenced to Jan. 5, 1890.

| TRAIN | Leave St. Paul | Arrive Minn. | Leave Minn. | Arrive St. Paul |
|-------|----------------|--------------|-------------|-----------------|
| 1     | 7:15           | 7:30         | 7:45        | 8:00            |
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| 47    | 5:15           | 5:30         | 5:45        | 6:00            |

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trains), and a much lower fare (5 cents for the streetcar, 30 cents for the steam trains). The trains were faster, but the streetcars' many stops brought them closer to more passengers. Four months later, in April 1891, the Tribune saw a clear trend. "That the railway companies operating short line trains between Minneapolis and St. Paul must do something to cut down expenses in order to meet the loss caused by the successful working of the interurban electric line, is now admitted by the officials themselves, who take no pains to conceal the fact that the trains are not more than paying expenses, by reason of the decreased number of passengers...The officials of the Milwaukee Road, which is really at the mercy of the Great Northern, are now conferring with the managers of that road with a view of taking off some eight or ten of the local trains between the two cities."

In August 1892, the railroads cut their fares almost in half, but it wasn't enough. Soon the short line trains were gone, along with most of the intermediate stations. The once-daily

St. Paul-Hutchinson locals continued to stop at the Como and Hamline stations until at least 1910. The St. Anthony Park station was moved a block away and survives as a house.

The impact of the Interurban streetcar is clear from these timetables. In 1890, hourly Short Line trains (labeled "do") served the intermediate stations, along with selected long distance trains. By 1894 the Short Line trains were gone, and the intermediate stations had only minimal service. However, the summer Lake Minnetonka trains (with steamboat connections noted) continued run from St. Paul.

### Milwaukee Road via Mendota

Before 1880, this was the Milwaukee Road's circuitous mainline between the downtowns. According to the 1879 schedule, most of the trains were long distance, supplemented with three Minneapolis-St. Paul locals. After the Short Line was built, apparently there was a need to continue a minimal service to handle passengers between intermediate points on the old route. It appears in the timetable as the

"Minnehaha Trains" suburban service, and as a through route between the downtowns. Later the service was provided entirely by the four daily long distance trains on the line to Austin, MN and Iowa. When these trains from southern Minnesota reached Mendota, three of them split off St. Paul and Minneapolis sections. The fourth ran only to Minneapolis. On the way to St. Paul, they stopped at Chestnut Street. On the way to Minneapolis, they served Ft. Snelling, Minnehaha Park, Lake Street and South Minneapolis (Short Line Junction). Twice daily, the St. Paul and Minneapolis sections made connections of 10-40 minutes at Mendota, making through trips between the cities possible, but not very convenient. Streetcar service from Minneapolis to Minnehaha Park in 1891 and Fort Snelling in 1905 supplanted any commuter service, but long distance trains continued to stop at Minnehaha Park. The 1910 Official Guide shows three trains each way stopping at Minnehaha. They were gone by 1926.

### Milwaukee Road via Short Line

The 1880 opening of the Short Line not only shifted most of the company's trains away from the longer Mendota route, it began a head-to-head competition with the Great Northern. Service increased to hourly, supplemented by long distance trains, some of which stopped at some of the nine intermediate stations. The good times lasted until 1890, when the cities

**ADDITIONAL ST. PAUL AND MINNEAPOLIS TRAINS,  
The Short Line of Milwaukee.**

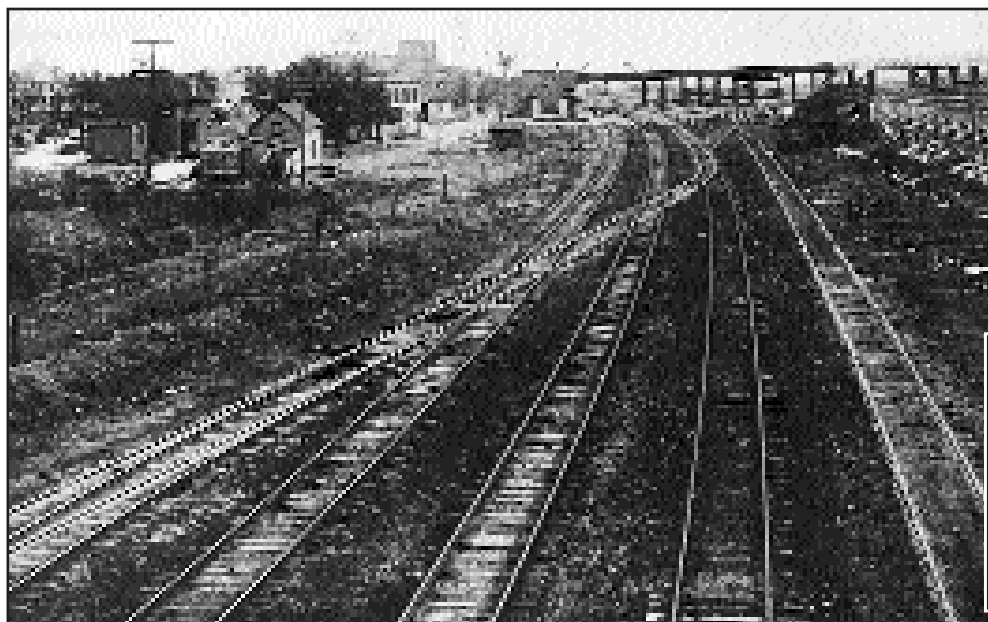
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| 69  | 6:00 PM  | 6:00 PM     | 6:00 PM  | 6:00 PM     |
| 70  | 6:30 PM  | 6:30 PM     | 6:30 PM  | 6:30 PM     |
| 71  | 7:00 PM  | 7:00 PM     | 7:00 PM  | 7:00 PM     |
| 72  | 7:30 PM  | 7:30 PM     | 7:30 PM  | 7:30 PM     |
| 73  | 8:00 PM  | 8:00 PM     | 8:00 PM  | 8:00 PM     |
| 74  | 8:30 PM  | 8:30 PM     | 8:30 PM  | 8:30 PM     |
| 75  | 9:00 PM  | 9:00 PM     | 9:00 PM  | 9:00 PM     |
| 76  | 9:30 PM  | 9:30 PM     | 9:30 PM  | 9:30 PM     |
| 77  | 10:00 PM | 10:00 PM    | 10:00 PM | 10:00 PM    |
| 78  | 10:30 PM | 10:30 PM    | 10:30 PM | 10:30 PM    |
| 79  | 11:00 PM | 11:00 PM    | 11:00 PM | 11:00 PM    |
| 80  | 11:30 PM | 11:30 PM    | 11:30 PM | 11:30 PM    |
| 81  | 12:00 AM | 12:00 AM    | 12:00 AM | 12:00 AM    |
| 82  | 12:30 AM | 12:30 AM    | 12:30 AM | 12:30 AM    |
| 83  | 1:00 AM  | 1:00 AM     | 1:00 AM  | 1:00 AM     |
| 84  | 1:30 AM  | 1:30 AM     | 1:30 AM  | 1:30 AM     |
| 85  | 2:00 AM  | 2:00 AM     | 2:00 AM  | 2:00 AM     |
| 86  | 2:30 AM  | 2:30 AM     | 2:30 AM  | 2:30 AM     |
| 87  | 3:00 AM  | 3:00 AM     | 3:00 AM  | 3:00 AM     |
| 88  | 3:30 AM  | 3:30 AM     | 3:30 AM  | 3:30 AM     |
| 89  | 4:00 AM  | 4:00 AM     | 4:00 AM  | 4:00 AM     |
| 90  | 4:30 AM  | 4:30 AM     | 4:30 AM  | 4:30 AM     |
| 91  | 5:00 AM  | 5:00 AM     | 5:00 AM  | 5:00 AM     |
| 92  | 5:30 AM  | 5:30 AM     | 5:30 AM  | 5:30 AM     |
| 93  | 6:00 AM  | 6:00 AM     | 6:00 AM  | 6:00 AM     |
| 94  | 6:30 AM  | 6:30 AM     | 6:30 AM  | 6:30 AM     |
| 95  | 7:00 AM  | 7:00 AM     | 7:00 AM  | 7:00 AM     |
| 96  | 7:30 AM  | 7:30 AM     | 7:30 AM  | 7:30 AM     |
| 97  | 8:00 AM  | 8:00 AM     | 8:00 AM  | 8:00 AM     |
| 98  | 8:30 AM  | 8:30 AM     | 8:30 AM  | 8:30 AM     |
| 99  | 9:00 AM  | 9:00 AM     | 9:00 AM  | 9:00 AM     |
| 100 | 9:30 AM  | 9:30 AM     | 9:30 AM  | 9:30 AM     |

**In 1884, after the 1880 opening of the Short Line, the Milwaukee Road maintained two daily round trips via Mendota that were timed for commuters.**

were linked by electric streetcars on University Avenue.

Schedules, from before and after 1890 show the impact of the streetcars. The 1885 schedule shows hourly service, 20 trains in all. This doesn't include the long distance trains. In the 1892 table, this is reduced to 12 trains, and some of those are long distance. Specifically, the eastbound service is supplemented by a number of long distance trains, but only one appears in the westbound schedule. This is probably because eastbound long distance trains originated in Minneapolis and could be expected to depart on time, whereas commuters couldn't count on westbounds that had left Chicago 400 miles earlier. The only exception is the Fast Mail in the westbound 11 PM time slot. In any event, it shows that the streetcars were making inroads. Milwaukee gave up the Short Line trains soon thereafter.

Special events could lead to extra trains, as reported in 1881 in the Minneapolis Tribune. "An opera train is the next accommodation the Milwaukee & St. Paul company will tender the public. Extra trains will be run over the Short Line after the opera each night next week—the first three nights from St. Paul to Minneapolis and the last three nights from Minneapolis to St. Paul."

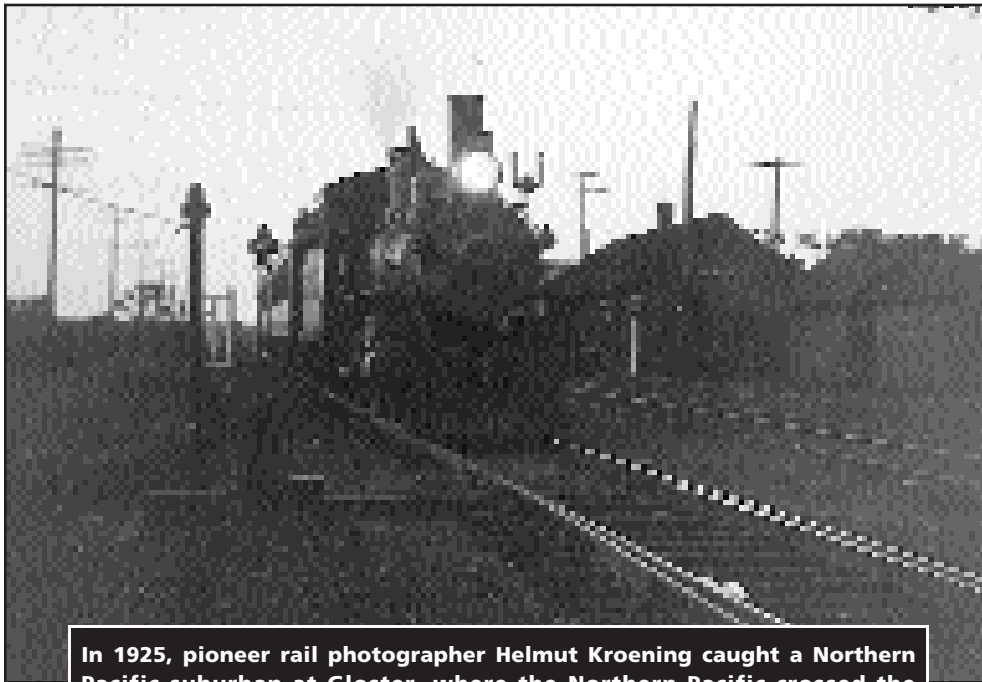


**For a short time St. Anthony Park station was the connecting point for New Brighton trains that used the Minnesota Belt Line (later Minnesota Transfer) tracks that cross in the foreground. The station survives as a house nearby. Ramsey County Historical Society, courtesy of Minnesota Transportation Museum.**









In 1925, pioneer rail photographer Helmut Kroening caught a Northern Pacific suburban at Gloster, where the Northern Pacific crossed the Wisconsin Central in Maplewood. Minnesota Historical Society collection.



NP commuter trains directly competed with streetcars at Mahtomedi. However, the suburban trains held their own by being considerably faster.

| ST. PAUL & DULUTH RAILROAD                                                                                                    |         |         |         |         |         |         |         |         |         |
|-------------------------------------------------------------------------------------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| SUBURBAN TIME TABLE                                                                                                           |         |         |         |         |         |         |         |         |         |
| Between ST. PAUL AND DULUTH TO WHITE BEAR LAKES AND VILLUMET                                                                  |         |         |         |         |         |         |         |         |         |
| DAILY SERVICE                                                                                                                 |         |         |         |         |         |         |         |         |         |
| ST. PAUL                                                                                                                      | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| DULUTH                                                                                                                        | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| VILLUMET AND WHITE BEAR LAKES TO MINNEAPOLIS AND ST. PAUL                                                                     |         |         |         |         |         |         |         |         |         |
| DAILY SERVICE                                                                                                                 |         |         |         |         |         |         |         |         |         |
| ST. PAUL                                                                                                                      | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| DULUTH                                                                                                                        | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| ST. PAUL AND MINNEAPOLIS, VILLUMET, WHITE BEAR LAKES, AND WHITE CITY (Chicago Line), VILLUMET FALLS (via Duluth and St. Paul) |         |         |         |         |         |         |         |         |         |
| ST. PAUL                                                                                                                      | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| DULUTH                                                                                                                        | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |

St. Paul & Duluth's suburban schedule from 1888.

| COMMUTATION TICKET FARES |         |         |         |         |         |         |         |         |         |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| ST. PAUL                 | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| DULUTH                   | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| VILLUMET                 | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| WHITE BEAR LAKES         | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| MINNEAPOLIS              | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| WHITE CITY               | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| VILLUMET FALLS           | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| ST. PAUL                 | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |
| DULUTH                   | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM |

Operated to May 14, 1925.

# NORTHERN PACIFIC

## DULUTH-SUPERIOR SHORT LINE

### AND Suburban Time Tables

ARTIFICIAL BLOCK SIGNAL

**TICKET OFFICES**

St. Paul, Minn. St. Paul, Minn.  
 Duluth, Minn. Duluth, Minn.  
 Superior, Minn. Superior, Minn.  
 White Bear Lakes, Minn.  
 White City, Minn.  
 Villumet Falls, Minn.

**J. O. WENTWORTH** **J. M. TILDEN**  
 General Manager  
 St. Paul, Minn.

North St. Paul Railroad began competitive service in 1890, fielding hourly service to the end of the East 7th Street cable car line at Duluth Street. It was electrified and standard gauged as the St. Paul & White Bear in 1892, and was taken over by TCRT in 1898. It's unlikely the WC trains lasted very far into the 1890s.

Chicago, St. Paul, Minneapolis & Omaha, St. Paul-Lake Elmo-Stillwater

The Omaha opened a branch line from Stillwater Junction to Stillwater in 1872, giving it a St. Paul-Stillwater running time of 45 minutes, compared to the Northern Pacific's 65-75 minutes

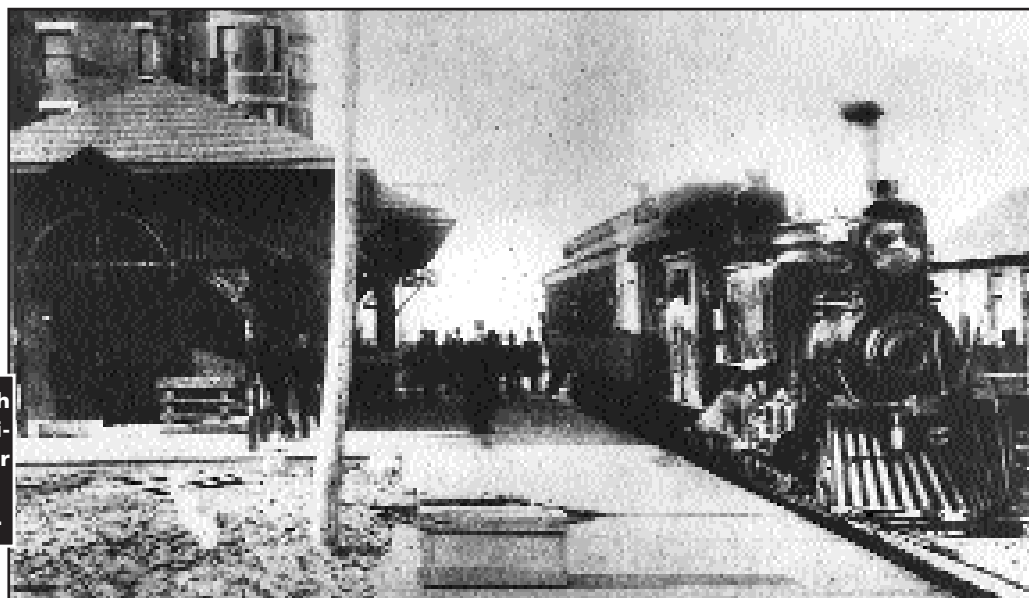




10



Photographed in its last year, 1924, the "Burlington Motor" looks like a refugee from the 1880s. Suburban trains often were assigned the oldest locomotives and coaches. The Burlington's service featured large ornate depots, including Pullman Avenue in St. Paul Park. Minnesota Historical Society collection.

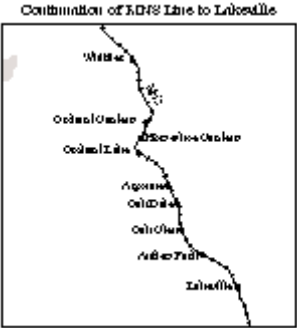


The Great Western Motor at the South St. Paul depot, behind one of the bi-directional tank engines purchased for the service. Minnesota Historical Society collection.

| MOTOR LINE CARDS                                                     |                 |
|----------------------------------------------------------------------|-----------------|
| No. 101.                                                             |                 |
| In Effect from Nov. 1, 1888.                                         |                 |
| CHICAGO, ST. PAUL<br>& KANSAS CITY<br>RAILWAY.                       |                 |
| SUBURBAN TRAINS.                                                     |                 |
| TICKET RATES.                                                        |                 |
| Single Ticket.                                                       | 7c.             |
| Two Tickets (strip).                                                 | 50c.            |
| CASH FARES NOT ACCEPTED<br>ON TRAINS.                                |                 |
| MOTOR LINE TICKETS<br>NOT GOOD ON THROUGH PAS-<br>Senger TRAINS.     |                 |
| ALL MOTOR TRAINS<br>ARRIVE AT AND DEPART FROM<br>FOOT OF JACKSON ST. |                 |
| A. H. BOWEN.                                                         | A. H. BOWEN.    |
| General Manager.                                                     | Superintendent. |

The 1888 schedule for the "motor" to Inver Grove.







## TWIN CITIES SUBURBAN TRAINS

This map shows the entire system of suburban trains that served the Twin Cities metro area. Stations are shown as solid dots. Because some station names changed over time, and some were relocated, most but not all are shown.

### Map Key and Route Summary (from east to west)

**OMAHA** Chicago, St. Paul, Minneapolis & Omaha, St. Paul to Stillwater via Lake Elmo, 45 minutes travel time, 9-11 trips during 1880s and 90s, 6 trips until the late 1920s. Probably ended in the early 1930s. Shuttles from Stillwater to Hudson, several daily.

**WC** Wisconsin Central, St. Paul-North St. Paul, 25-30 minutes travel time, 4 trips about 1887-1891. All trips extended to Stillwater via NP and Duluth Junction, early 1890s, travel time 45-50 minutes.

**NP** St. Paul & Duluth, later Northern Pacific, St. Paul-White Bear Lake 1880s to late 1920s, 7-11 trips, 23-30 minutes. White Bear Lake-Mahtomedi-Stillwater, 1880s to late 1920s, 4-6 trips, additional White Bear-Mahtomedi trips, St. Paul-Stillwater travel time 65-75 minutes. Minneapolis-White Bear Lake 1880s to 1900, 4 trips.

**CBQ** Chicago, Burlington & Northern, later Chicago, Burlington & Quincy, St. Paul-St. Paul Park, 1880s-1924, 5-11 trips, 27-35 minutes.

**CGW** Chicago, St. Paul & Kansas City, later Chicago Great Western, St. Paul-Inver Grove 1880s-1905?, hourly service, 26-28 minutes.

**SOO** Soo Line, St. Paul-Minneapolis via Cardigan Junction, Camden Place, one trip 1912.

**NP (MSL)** Minneapolis & St. Louis on the Northern Pacific, Minneapolis-St. Paul, hourly service 1886-1892.

**MBL** Minnesota Belt Line, St. Anthony Park to New Brighton Stockyards, ca 1890. 5 trips.

**GN** Minneapolis-St. Paul, 1880s and early 1890, hourly service, 25-30 minutes  
Minneapolis-Lake Minnetonka late 1870s-1920s, 6 trains in summer, 2 in winter.

**MILW** Milwaukee Road, St. Paul-Minneapolis via Mendota, 8 trips before 1881, 2 trips until 1890s. St. Paul-Minneapolis via Short Line 1881-early 1890s, hourly service, 25-30 mins. Minneapolis-Deephaven 1887-1905, 5-7 trips in summer, 45 minutes.

**MLM** Minneapolis, Lyndale & Minnetonka, Minneapolis-Excelsior, 1882-1886, 3 trips.

**MSL** Minneapolis & St. Louis, Minneapolis-Tonka Bay 1880-1906, 6 trips, 50 minutes.

**LUCE** Luce Line, later Minnesota Western, Minneapolis-Stubbs Bay 1914-1948, 9 trips early years, 1 trip later year.

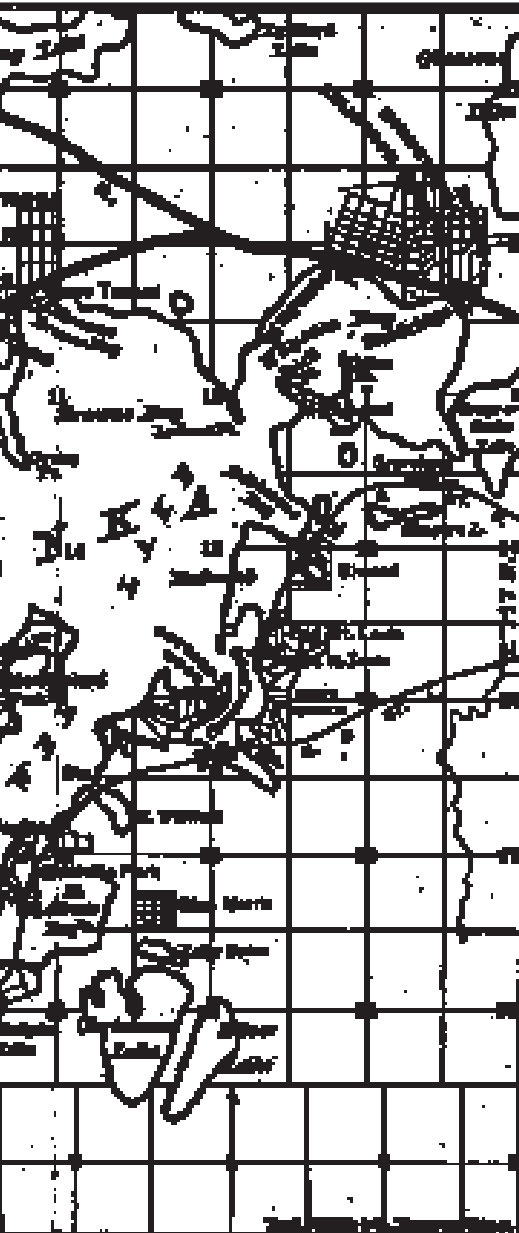
**MNS** Minneapolis, Northfield & Southern (Dan Patch Line), Richfield-Auto Club 1910-1922, 7-9 trips, Minneapolis-Lakeville 1915-1941, 7-9 trips early years, 1-2 trips later years.



Map by Patti Isaacs



With a couple of exceptions, all of GN's summer trains to Minnetonka originated in St. Paul, stopping at intermediate stations plus downtown Minneapolis. Extra trains were added for the 4th of July. One timetable shows hourly July 4th service totalling 28 trains.



# JULY 5, '86

Throughout the Day, Monday July 5, the  
**St. Paul, Minneapolis & Northern Railway**  
will run Hourly Boat Trains to

## Lake Minnetonka Every Hour.

AN ISLANDER:

| Leave St. Paul: |            |            |            | Leave Minneapolis: |            |            |            |
|-----------------|------------|------------|------------|--------------------|------------|------------|------------|
| 7:00 a.m.       | 7:15 a.m.  | 7:30 a.m.  | 7:45 a.m.  | 7:00 p.m.          | 7:15 p.m.  | 7:30 p.m.  | 7:45 p.m.  |
| 8:00 a.m.       | 8:15 a.m.  | 8:30 a.m.  | 8:45 a.m.  | 8:00 p.m.          | 8:15 p.m.  | 8:30 p.m.  | 8:45 p.m.  |
| 9:00 a.m.       | 9:15 a.m.  | 9:30 a.m.  | 9:45 a.m.  | 9:00 p.m.          | 9:15 p.m.  | 9:30 p.m.  | 9:45 p.m.  |
| 10:00 a.m.      | 10:15 a.m. | 10:30 a.m. | 10:45 a.m. | 10:00 p.m.         | 10:15 p.m. | 10:30 p.m. | 10:45 p.m. |
| 11:00 a.m.      | 11:15 a.m. | 11:30 a.m. | 11:45 a.m. | 11:00 p.m.         | 11:15 p.m. | 11:30 p.m. | 11:45 p.m. |
| 12:00 p.m.      | 12:15 p.m. | 12:30 p.m. | 12:45 p.m. | 12:00 p.m.         | 12:15 p.m. | 12:30 p.m. | 12:45 p.m. |
| 1:00 p.m.       | 1:15 p.m.  | 1:30 p.m.  | 1:45 p.m.  | 1:00 p.m.          | 1:15 p.m.  | 1:30 p.m.  | 1:45 p.m.  |
| 2:00 p.m.       | 2:15 p.m.  | 2:30 p.m.  | 2:45 p.m.  | 2:00 p.m.          | 2:15 p.m.  | 2:30 p.m.  | 2:45 p.m.  |
| 3:00 p.m.       | 3:15 p.m.  | 3:30 p.m.  | 3:45 p.m.  | 3:00 p.m.          | 3:15 p.m.  | 3:30 p.m.  | 3:45 p.m.  |
| 4:00 p.m.       | 4:15 p.m.  | 4:30 p.m.  | 4:45 p.m.  | 4:00 p.m.          | 4:15 p.m.  | 4:30 p.m.  | 4:45 p.m.  |
| 5:00 p.m.       | 5:15 p.m.  | 5:30 p.m.  | 5:45 p.m.  | 5:00 p.m.          | 5:15 p.m.  | 5:30 p.m.  | 5:45 p.m.  |
| 6:00 p.m.       | 6:15 p.m.  | 6:30 p.m.  | 6:45 p.m.  | 6:00 p.m.          | 6:15 p.m.  | 6:30 p.m.  | 6:45 p.m.  |
| 7:00 p.m.       | 7:15 p.m.  | 7:30 p.m.  | 7:45 p.m.  | 7:00 p.m.          | 7:15 p.m.  | 7:30 p.m.  | 7:45 p.m.  |

(SUNDAY SERVICE ON JULY 4, 1906)  
ST. MINNETONKA BOAT TO THE STEAMER ACTE



## The Steamer Acte

STEAMER ACTE

Runs daily, making sharp connections with trains at  
Hotel St. Louis, Knudsen, Lake Park, Minnetonka  
Beach and Spring Park. Also makes landings at  
Cottagewood, Commerceville, Lonsdale, Fairview and  
all private docks on lower lake on signal.  
For further information address:  
**CAPT. CHAS. T. CONNELLEY,**  
Superintendent, Minn.

1901 ad for the Lake Minnetonka  
steamer Acte, one of the last to connect  
with suburban trains before TCRT's  
express boats took over the lake.

### The war train

In an unusual footnote, commuter service was revived on May 25, 1942. A gas-electric pulling a wood coach served the once daily Mound-Minneapolis rush hour trains. Patronage was light, averaging 35 each way and it was discontinued a couple of months later on August 1.

The single daily Hutchinson trains continued stopping at the various Lake Minnetonka stations long after the rest of the suburban service was discontinued. The 1948 Official Guide shows it stopping at Crystal Bay, Minnetonka Beach, Spring Park and Mound.

## Great Northern Railway

### TIME TABLES

#### Lake Minnetonka Trains



No. 327

In effect May 15, 1926

Ticket Offices:

In St. Paul—  
Fourth and Jackson Streets  
W. J. Douth, Ticket Agent  
A. L. Johnston, City Pass Agent  
Union Depot  
R. J. Sawyer, Ticket Agent

In Minneapolis—  
344 Second Ave. S.  
F. C. Johnson, City Pass Agent  
J. H. Johnson, Ticket Agent  
W. J. Johnson, Ticket Agent  
W. J. Johnson, Ticket Agent

A. J. Hutchinson, Pass. Traffic Mgr.  
E. H. Wilda, General Pass. Agent  
Saint Paul, Minnesota

Road Wagon—Keep This Time Table  
Subject to change without notice

**ST. PAUL AND MINNEAPOLIS TO LAKE MINNETONKA**

| STATIONS            | 10<br>PM | WEEK DAYS |          |          |         |         |         |         |         | SUNDAYS |         |         |         |  |  |  |  |
|---------------------|----------|-----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|--|--|--|
|                     |          | 10<br>AM  | 11<br>AM | 12<br>PM | 1<br>PM | 2<br>PM | 3<br>PM | 4<br>PM | 5<br>PM | 6<br>PM | 7<br>PM | 8<br>PM | 9<br>PM |  |  |  |  |
| St. Paul            | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Minneapolis         | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Hutchinson          | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Wayzata             | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Grand               | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Crystal Bay         | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Commerceville Beach | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Commerceville       | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Lonsdale            | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Mound               | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| St. Minnetonka      | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Maple               | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Maya                | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| New Germany         | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Luther Prairie      | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Silver Lake         | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |
| Ar. Hutchinson      | 10       | 10        | 11       | 12       | 1       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       |  |  |  |  |

2 Stop on Signal

### LAKE MINNETONKA TO MINNEAPOLIS AND ST. PAUL

| STATIONS | 10<br>PM | WEEK DAYS |          |          |         |         |         |         |         |         |         | SUNDAYS |         |          |          |          |         |         |         |         |         |         |         |         |         |          |          |          |         |         |         |         |         |         |         |         |         |          |          |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|          |          | 10<br>AM  | 11<br>AM | 12<br>PM | 1<br>PM | 2<br>PM | 3<br>PM | 4<br>PM | 5<br>PM | 6<br>PM | 7<br>PM | 8<br>PM | 9<br>PM | 10<br>PM | 11<br>PM | 12<br>PM | 1<br>PM | 2<br>PM | 3<br>PM | 4<br>PM | 5<br>PM | 6<br>PM | 7<br>PM | 8<br>PM | 9<br>PM | 10<br>PM | 11<br>PM | 12<br>PM | 1<br>PM | 2<br>PM | 3<br>PM | 4<br>PM | 5<br>PM | 6<br>PM | 7<br>PM | 8<br>PM | 9<br>PM | 10<br>PM | 11<br>PM | 12<br>PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| St. Paul |          |           |          |          |         |         |         |         |         |         |         |         |         |          |          |          |         |         |         |         |         |         |         |         |         |          |          |          |         |         |         |         |         |         |         |         |         |          |          |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



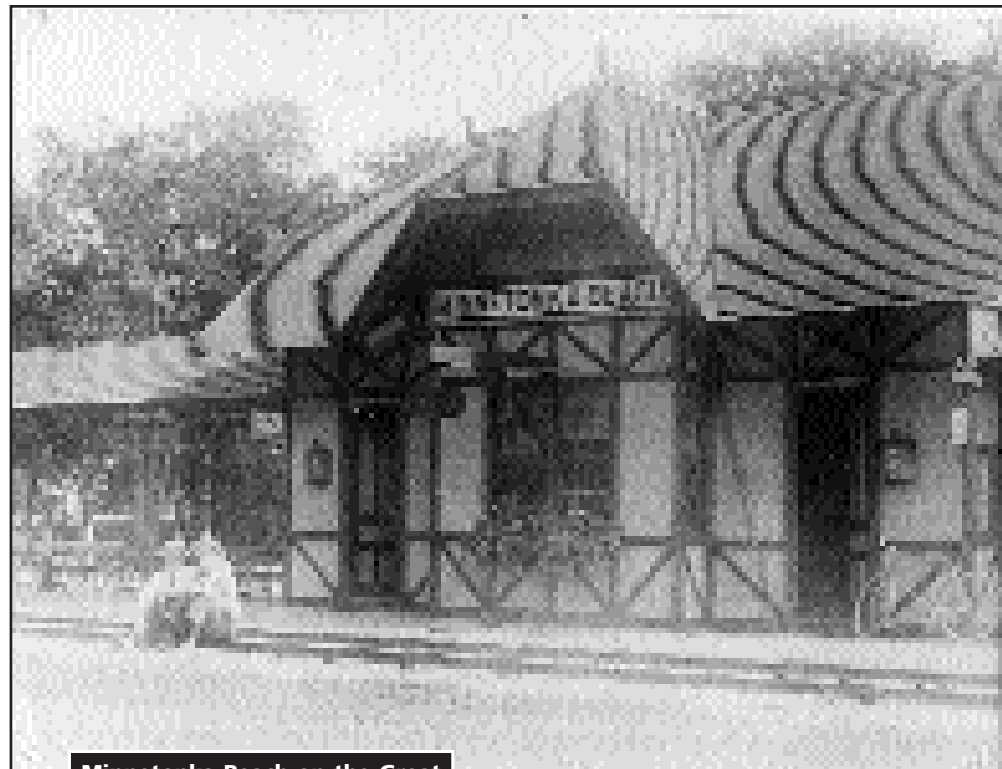


**Taken about 1882, this photo shows the steamboats City of St. Louis, Belle of Minnetonka and Lotus departing the Wayzata dock after meeting the GN morning train from St. Paul and Minneapolis. Minnesota Historical Society collection.**

### **Minneapolis & St. Louis Minneapolis-Excelsior-Tonka Bay**

The commuter fare zone extended to Tonka Bay and to Zumbra Heights on the mainline (22.7 miles from Minneapolis). Zumbra was served mostly by mainline trains. The M&StL had a financial interest in the Tonka Bay Hotel, the primary reason for the branch. The second morning suburban started at Waconia, and took a side trip up the Tonka Bay branch on its way to Minneapolis. M&StL trains connected with steamboats at Excelsior and Tonka Bay.

Streetcars reached Excelsior and Deephaven in 1906, effectively taking away the M&StL's Lake Minnetonka



**Minnetonka Beach on the Great Northern. Courtesy Minnesota Transportation Museum.**

business. In 1907, TCRT leased the Tonka Bay branch from the M&StL and purchased the Tonka Bay Hotel, renaming it the Lake Park.

### **Minneapolis, Lyndale & Minnetonka Minneapolis-Excelsior**

The ML&M, also known as the "Motor Line", was an unusual combination of streetcar and railroad. Between downtown Minneapolis and Lake Calhoun, it ran primarily down city streets behind steam dummies designed to look like passenger cars. At Lake Calhoun, the dummies were replaced by conventional 2-6-0 locomotives for the rest of the trip to Excelsior. Stops were located every mile or so along the line, clearly qualifying it as a suburban railroad.



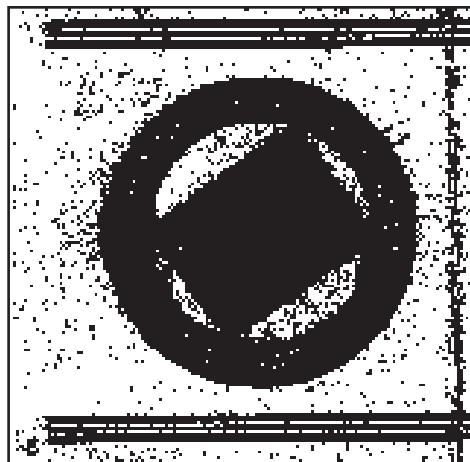
**Businessmen board the short-lived World War II Mound-Minneapolis commuter run at Wayzata in 1942.**

## ST. PAUL AND MINNEAPOLIS TO MONTICENA ROUTE.

**LAKE MINNETONKA POINTS TO MINNEAPOLIS AND ST. PAUL.**

**Milwaukee Road  
Minneapolis-Deephaven**

Milwaukee Road trains connected with steamboats at Deephaven. Some of the trips in the 1887 timetable are shown as through-routed from St. Paul, but those are probably connections to St. Paul trains. In 1905, the Milwaukee Road sold its Hopkins-Deephaven branch to Twin City Rapid Transit, which electrified it and increased service to hourly. The line remained in service until 1932.



## FAST TRAINS

St. Paul, Minneapolis  
Lake Superior State



**Minneapolis & St. Louis suburban trains to Lake Minnetonka served the Kenwood depot at 21st Street. In the foreground, ice from Cedar Lake is being loaded onto the parallel Great Northern. William Wallof photo, Minneapolis Public Library collection.**



**The Motor Line fed steamboats at Excelsior. Minnesota Historical Society collection.**



**The 1901 Milwaukee Road timetable to Deephaven. Note the steamboat connections.**

## Great Northern Minneapolis-Excelsior-Hutchinson

The Motor Line was abandoned in 1886. In 1890 the GN rebuilt it as standard gauge west of Hopkins, and extended it from Excelsior through Zumbra Heights to Hutchinson. In Excelsior, it built a depot directly opposite the M&StL's. The ML&M's short spur to the Excelsior docks was retained, which required a backup move to reach. Service lasted until 1900, when the GN extended its Wayzata-Orono

line though Mound to a new connection with the Hutchinson branch at St. Bonifacius. This shortened the Hutch line and made it possible to abandon from Hopkins to St. Bonifacius via Excelsior. Five years later, the portion from Hopkins to Excelsior became part of TCRT's Lake Minnetonka mainline and remained in service until 1932.

## Soo Line

There's no evidence that the Soo Line ever ran separate suburban trains

| MINNEAPOLIS, LINDALE AND MINNETONKA RAILWAY. |      |       |       |       |       |       |       |      |      |      |      |      |      |       |       |       |       |       |       |      |      |      |      |      |      |       |
|----------------------------------------------|------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|
| ONE-WAY.                                     |      |       |       |       |       |       |       |      |      |      |      |      |      |       |       |       |       |       |       |      |      |      |      |      |      |       |
| STATIONS.                                    | AM.  | PM.   | AM.   | PM.   | AM.   | PM.   | AM.   | PM.  | AM.  | PM.  | AM.  | PM.  | AM.  | PM.   | AM.   | PM.   | AM.   | PM.   | AM.   | PM.  | AM.  | PM.  | AM.  | PM.  | AM.  | PM.   |
| Trains.                                      | 6.00 | 7.00  | 8.15  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00  | 8.00  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00  |
| MINNEAPOLIS.....                             | 6.00 | 7.00  | 8.15  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00  | 8.00  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00  |
| LAKE CAMPUSE.....                            | 7.00 | 8.00  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00  | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00  | 9.00  | 10.00 | 11.00 | 12.00 | 1.00  | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00  |
| LAKE HANNING.....                            | 8.00 | 9.00  | 10.00 | 11.00 | 12.00 | 1.00  | 2.00  | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00  | 10.00 | 11.00 | 12.00 | 1.00  | 2.00  | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00  |
| MINNETONKA.....                              | 9.00 | 10.00 | 11.00 | 12.00 | 1.00  | 2.00  | 3.00  | 4.00 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00  | 2.00  | 3.00  | 4.00 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00 | 10.00 |



**Minneapolis Northfield & Southern Railway**  
**NORTHFIELD SOUTHERN**  
TIME TABLE No. 1  
Effective Monday December 24, 1918 Subject to Change Without Notice

| NORTHFIELD |          |          |          | MINNEAPOLIS |          |          |          |
|------------|----------|----------|----------|-------------|----------|----------|----------|
| 1          | 2        | 3        | 4        | 5           | 6        | 7        | 8        |
| 11:00 AM   | 11:15 AM | 11:30 AM | 11:45 AM | 12:00 PM    | 12:15 PM | 12:30 PM | 12:45 PM |
| 1:00 PM    | 1:15 PM  | 1:30 PM  | 1:45 PM  | 2:00 PM     | 2:15 PM  | 2:30 PM  | 2:45 PM  |
| 3:00 PM    | 3:15 PM  | 3:30 PM  | 3:45 PM  | 4:00 PM     | 4:15 PM  | 4:30 PM  | 4:45 PM  |
| 5:00 PM    | 5:15 PM  | 5:30 PM  | 5:45 PM  | 6:00 PM     | 6:15 PM  | 6:30 PM  | 6:45 PM  |
| 7:00 PM    | 7:15 PM  | 7:30 PM  | 7:45 PM  | 8:00 PM     | 8:15 PM  | 8:30 PM  | 8:45 PM  |
| 9:00 PM    | 9:15 PM  | 9:30 PM  | 9:45 PM  | 10:00 PM    | 10:15 PM | 10:30 PM | 10:45 PM |
| 11:00 PM   | 11:15 PM | 11:30 PM | 11:45 PM | 12:00 AM    | 12:15 AM | 12:30 AM | 12:45 AM |

nonstop to Cardigan Junction, where it became train 111 to Minneapolis. It arrived in Minneapolis at 8:35 AM. It terminated at the old Soo Line Minneapolis depot on 2nd Street at 5th Avenue North, rather than at the Milwaukee Road depot. One of the three Duluth trains and the day train from Ladysmith, Wisconsin also terminated there. On its return trip, the commuter train left Minneapolis at 5:50 PM as train 112, and became train 99 from Cardigan Junction to St. Paul. Travel time downtown to downtown was 70 minutes.

**Contrast these Dan Patch timetables from 1918 and 1925. In 1918 it extends only to Northfield, and the "High Line" to 54th Street has passenger service. In 1925, service has been extended over the Chicago Great Western to Mankato and Randolph and the High Line is freight only. Note the short turn between Faribault and Northfield. It's timed for commuters, as is afternoon train 5.**

**Minneapolis Northfield & Southern Railway**  
TIME TABLE No. 1  
Effective December 24, 1925

| NORTHFIELD |          |          |          | MINNEAPOLIS |          |          |          |
|------------|----------|----------|----------|-------------|----------|----------|----------|
| 1          | 2        | 3        | 4        | 5           | 6        | 7        | 8        |
| 11:00 AM   | 11:15 AM | 11:30 AM | 11:45 AM | 12:00 PM    | 12:15 PM | 12:30 PM | 12:45 PM |
| 1:00 PM    | 1:15 PM  | 1:30 PM  | 1:45 PM  | 2:00 PM     | 2:15 PM  | 2:30 PM  | 2:45 PM  |
| 3:00 PM    | 3:15 PM  | 3:30 PM  | 3:45 PM  | 4:00 PM     | 4:15 PM  | 4:30 PM  | 4:45 PM  |
| 5:00 PM    | 5:15 PM  | 5:30 PM  | 5:45 PM  | 6:00 PM     | 6:15 PM  | 6:30 PM  | 6:45 PM  |
| 7:00 PM    | 7:15 PM  | 7:30 PM  | 7:45 PM  | 8:00 PM     | 8:15 PM  | 8:30 PM  | 8:45 PM  |
| 9:00 PM    | 9:15 PM  | 9:30 PM  | 9:45 PM  | 10:00 PM    | 10:15 PM | 10:30 PM | 10:45 PM |
| 11:00 PM   | 11:15 PM | 11:30 PM | 11:45 PM | 12:00 AM    | 12:15 AM | 12:30 AM | 12:45 AM |

on its main lines west of Camden and east of Cardigan Junction, but it did have series of suburban stations that imply stops by main line trains.

The Soo Line had a series of suburban stations on its lines from Minneapolis to Cardigan Junction, and from St. Paul through Cardigan Junction to White Bear Beach. By 1912, the only stations still in use were Bulwer Junction (New Brighton) Cardigan Junction and Bald Eagle Junction, all of which were important for freight and would survive to the end of passenger service. Even so, in 1912 the Soo ran an unusual train that appears to have been scheduled for commuters. It also represented a very roundabout way to travel between the two downtowns.

Train 94 left downtown St. Paul daily except Sunday at 7:55 AM. It ran



**From 1911 to 1922, Dan Patch trains met streetcars at this joint depot at 54th and Nicollet.**

## The non-electric interurbans

The steam powered suburban train was in decline in the Twin Cities by 1910, but the nationwide electric interurban boom was at its peak. Three new self-styled interurbans were built that inaugurated suburban passenger service with gas-electric cars, which they intended to soon replace with electric interurbans. Following the interurban model, they made frequent passenger stops, usually once or twice per mile.

### Dan Patch Line

In 1910, the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company (better known as the Dan Patch Line) started at a streetcar connection at 50th and Nicollet Avenue, traversed Richfield, Bloomington, Savage and Burnsville on

its way to Northfield. In 1911, it turned over the north end of its line to TCRT and pulled back to a joint depot at 54th Street (now Diamond Lake Road).

In 1915 the Dan Patch opened its new line north from Bloomington's Auto Club Junction through the western suburbs to Luce Line Junction in Golden Valley. From there it achieved a joint entrance to downtown Minneapolis via the Electric Short Line Terminal. Until 1922, it continued to run passenger trains from 54th Street, feeding the downtown-Northfield trains at Auto Club Junction. Service to downtown Minneapolis quit in 1941.

Interestingly, the 1928 timetable (left) shows a 14-mile Faribault-Northfield service that was clearly timed for commute trips. This would appear to be the only Minnesota commuter trains outside the Twin Cities and Duluth.

# ELECTRIC SHORT LINE RAILWAY

Time Table of Passenger Trains, Effective Sunday, June 21st, 12:01 A. M.

ARRIVAL TO CHASER STREET DEPOT

WE WILL HAVE BOTH FREIGHT AND EXPRESS SERVICE IN THE NEAR FUTURE

ALL SCHEDULED TRAINS WILL LEAVE AND ARRIVE AT TERMINAL STATION AT 1st STREET AND 2nd AVENUE NORTH.  
ALL EXTRA RECREATION TRAINS, UNLESS OTHERWISE PROVIDED, WILL LEAVE AND ARRIVE AT WESTERN AND LYNDALE AVE. NORTH.

ROAD DOWN

ROAD UP

| DAILY         |      |      |      |       |       |       |      |      |      |      |      | DAILY         |      |      |      |       |       |       |      |      |      |      |      |
|---------------|------|------|------|-------|-------|-------|------|------|------|------|------|---------------|------|------|------|-------|-------|-------|------|------|------|------|------|
| STATION       | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 | 12:15 | 1:15 | 2:15 | 3:15 | 4:15 | 5:15 | STATION       | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 | 12:15 | 1:15 | 2:15 | 3:15 | 4:15 | 5:15 |
| Duluth        |      |      |      |       |       |       |      |      |      |      |      | Duluth        |      |      |      |       |       |       |      |      |      |      |      |
| St. Paul      |      |      |      |       |       |       |      |      |      |      |      | St. Paul      |      |      |      |       |       |       |      |      |      |      |      |
| Minneapolis   |      |      |      |       |       |       |      |      |      |      |      | Minneapolis   |      |      |      |       |       |       |      |      |      |      |      |
| Golden Valley |      |      |      |       |       |       |      |      |      |      |      | Golden Valley |      |      |      |       |       |       |      |      |      |      |      |
| Plymouth      |      |      |      |       |       |       |      |      |      |      |      | Plymouth      |      |      |      |       |       |       |      |      |      |      |      |
| Hutchinson    |      |      |      |       |       |       |      |      |      |      |      | Hutchinson    |      |      |      |       |       |       |      |      |      |      |      |
| Marquette     |      |      |      |       |       |       |      |      |      |      |      | Marquette     |      |      |      |       |       |       |      |      |      |      |      |
| St. Louis     |      |      |      |       |       |       |      |      |      |      |      | St. Louis     |      |      |      |       |       |       |      |      |      |      |      |
| Chicago       |      |      |      |       |       |       |      |      |      |      |      | Chicago       |      |      |      |       |       |       |      |      |      |      |      |
| St. Paul      |      |      |      |       |       |       |      |      |      |      |      | St. Paul      |      |      |      |       |       |       |      |      |      |      |      |
| Minneapolis   |      |      |      |       |       |       |      |      |      |      |      | Minneapolis   |      |      |      |       |       |       |      |      |      |      |      |
| Golden Valley |      |      |      |       |       |       |      |      |      |      |      | Golden Valley |      |      |      |       |       |       |      |      |      |      |      |
| Plymouth      |      |      |      |       |       |       |      |      |      |      |      | Plymouth      |      |      |      |       |       |       |      |      |      |      |      |
| Hutchinson    |      |      |      |       |       |       |      |      |      |      |      | Hutchinson    |      |      |      |       |       |       |      |      |      |      |      |
| Marquette     |      |      |      |       |       |       |      |      |      |      |      | Marquette     |      |      |      |       |       |       |      |      |      |      |      |
| St. Louis     |      |      |      |       |       |       |      |      |      |      |      | St. Louis     |      |      |      |       |       |       |      |      |      |      |      |
| Chicago       |      |      |      |       |       |       |      |      |      |      |      | Chicago       |      |      |      |       |       |       |      |      |      |      |      |

This is the Luce Line's first timetable, before it was extended to Hutchinson. It advertises boat connections on Lake Minnetonka at Stubbs Bay. Note the one-mile Elmhurst branch up the west side of Medicine Lake.

## Luce Line

The Electric Short Line Railway, better known as the Luce Line, and later the Minnesota Western, built a joint depot with the Dan Patch in downtown Minneapolis, and ran west through Golden Valley and Plymouth to Hutchinson and western Minnesota. It also ran a short one-mile spur up the west side of Medicine Lake. The Luce Line's passenger operation, a single daily round trip, lasted until 1948.

## Duluth

Duluth also had suburban trains. There were two routes, extending east along the lakeshore and west along the harbor and St. Louis River.

## Duluth & Iron Range Duluth-Lakeside

The Duluth & Iron Range started suburban service east from Duluth Union Station to Lakeside and Lester Park. It began in 1887, running 15 daily round trips. It was abandoned 1892 due to streetcar competition.

## St. Paul & Duluth/Northern Pacific Duluth-West Superior Later Duluth-Fond du Lac

The 1888 schedule had some different station names and a different terminus, crossing the Grassy Point bridge to West Superior. The recent book on Morgan Park and its adjacent steel mill, both constructed in about 1915, describes how construction workers and then steel plant shift workers used the NP to reach the Morgan Park station. The 1922 timetable is probably the McKen car

shuttling three times daily between Duluth and Fond du Lac. It's somewhat surprising that it was still running, since the streetcars had reached Morgan Park in 1916 and New Duluth in 1918.

## Mail on the Suburban Trains

Being the fastest form of transportation in town, the suburban trains were used to distribute mail. An 1891 folder describes "Special Short Line Mails" that were carried on the suburban trains.

Hourly between Minneapolis and St. Paul

Five times daily between Stillwater and St. Paul

Four times daily between Stillwater and Minneapolis

Three times daily between Merriam, Macalester and Minneapolis via the Milwaukee Road

Three times daily between St. Anthony Park and St. Paul

Twice daily between St. Anthony Park and Minneapolis

Twice daily between Hamline and Minneapolis and St. Paul

Twice daily between Merriam Park and Minneapolis

Twice daily between Fort Snelling, Minnehaha and St. Paul

Once daily between Fort Snelling, Minnehaha and Minneapolis

## Suburban Trains and Residential Development

Looking through period newspapers reveals the close connection between the suburban trains and residential real estate development. In 1886, Northwest Magazine spoke in glowing terms of Union Park, later renamed Merriam Park. "The Chicago, Milwaukee & St. Paul R. R. has on its "shortline" a handsome depot at the southwest corner of the park. There are now

| SUBURBAN TIME TABLE                 |      |      |      |       |       |       |      |      |      |      |      |
|-------------------------------------|------|------|------|-------|-------|-------|------|------|------|------|------|
| DULUTH AND WEST SUPERIOR            |      |      |      |       |       |       |      |      |      |      |      |
| DULUTH UNION DEPOT TO WEST SUPERIOR |      |      |      |       |       |       |      |      |      |      |      |
| LATER DULUTH                        |      |      |      |       |       |       |      |      |      |      |      |
| STATION                             | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 | 12:15 | 1:15 | 2:15 | 3:15 | 4:15 | 5:15 |
| Duluth                              |      |      |      |       |       |       |      |      |      |      |      |
| St. Paul                            |      |      |      |       |       |       |      |      |      |      |      |
| Minneapolis                         |      |      |      |       |       |       |      |      |      |      |      |
| Golden Valley                       |      |      |      |       |       |       |      |      |      |      |      |
| Plymouth                            |      |      |      |       |       |       |      |      |      |      |      |
| Hutchinson                          |      |      |      |       |       |       |      |      |      |      |      |
| Marquette                           |      |      |      |       |       |       |      |      |      |      |      |
| St. Louis                           |      |      |      |       |       |       |      |      |      |      |      |
| Chicago                             |      |      |      |       |       |       |      |      |      |      |      |
| St. Paul                            |      |      |      |       |       |       |      |      |      |      |      |
| Minneapolis                         |      |      |      |       |       |       |      |      |      |      |      |
| Golden Valley                       |      |      |      |       |       |       |      |      |      |      |      |
| Plymouth                            |      |      |      |       |       |       |      |      |      |      |      |
| Hutchinson                          |      |      |      |       |       |       |      |      |      |      |      |
| Marquette                           |      |      |      |       |       |       |      |      |      |      |      |
| St. Louis                           |      |      |      |       |       |       |      |      |      |      |      |
| Chicago                             |      |      |      |       |       |       |      |      |      |      |      |









## *The Minnesota Streetcar Museum*

This magazine, *Twin City Lines*, is produced quarterly for members of the Minnesota Streetcar Museum. Like our name says, we preserve the history of streetcars in Minnesota, but we have a soft spot for all rail public transit, hence this special issue. Rail transit was a good idea then, and it still is.

Much of the history we preserve is that of Twin City Rapid Transit Company, also known as Twin City Lines. In 1970, TCRT was sold to the government and became Metro Transit, but behind that name is the same proud organization that has run the metro area's transit system continuously since 1872.

They run today's transit, we preserve its past. Our Como-Harriet Streetcar Line between Lake Harriet and Lake Calhoun retraces the last streetcar line, abandoned in 1954. On it runs streetcar #1300, built at the Snelling Shops in St. Paul and 101 years old this year. Our Excelsior Streetcar Line runs on the right of way of one of the long gone commuter trains described in this magazine. Here you'll find Twin City streetcar #1239, 102 years old this year, and 1892 Duluth streetcar #78.

We've returned five historic Minnesota streetcars to service and have another in mid-restoration. Our volunteers keep alive the knowledge of streetcar operations and technology that would otherwise be lost. Our archive includes the largest collection of historic Minnesota streetcar photos anywhere.

If you want to help preserve that history, please come take a ride—or join us as a member. Check us out at [www.trolleyride.org](http://www.trolleyride.org).





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BIG LAKE

ELK RIVER

ANOKA

COON RAPIDS

FRIDLEY

DOWNTOWN MINNEAPOLIS



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SERVICE BEGINS  
NOVEMBER 16, 2009



 **Metro Transit** Northstar Line





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August 2021

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